

## Runway Safety

# Santa Barbara - SBA

ATIS – (805) 967-0283

Average Daily Operations – 550

## Normal Operations – Runways 25, 15R & 15L

For more information about this airport contact:

Tower (805) 681-0534 – Airport (805) 692-6025

[www.faa.gov/ats/atct/sba/fv.html](http://www.faa.gov/ats/atct/sba/fv.html)

## Runway 7 at taxiway C

Due to lack of run-up space at the end of Runway 7, GA aircraft are often taxied to Runway 7 at Taxiway C for intersection departures. Because of the angle that the taxiway intersects the runway, it is somewhat confusing both entering and exiting that area. \*\*

## Runway 15L at Taxiway C

This area is very wide, pilots must use caution at hold lines.

## Runway 25 at Intersection of Runway 15L/R

According to the AIM, A pilot is not authorized to taxi onto a runway, even if that runway is not currently designated as active, (or advertised on the ATIS). Pilots must be aware that we use the parallels for taxi, esp. during Straight Runway 25 operations, (due to wx or wind conditions), and should expect that they may be instructed to enter onto the runways for taxi to avoid sending the aircraft behind around due to spacing issues.

## Runway 25 at Taxiway B

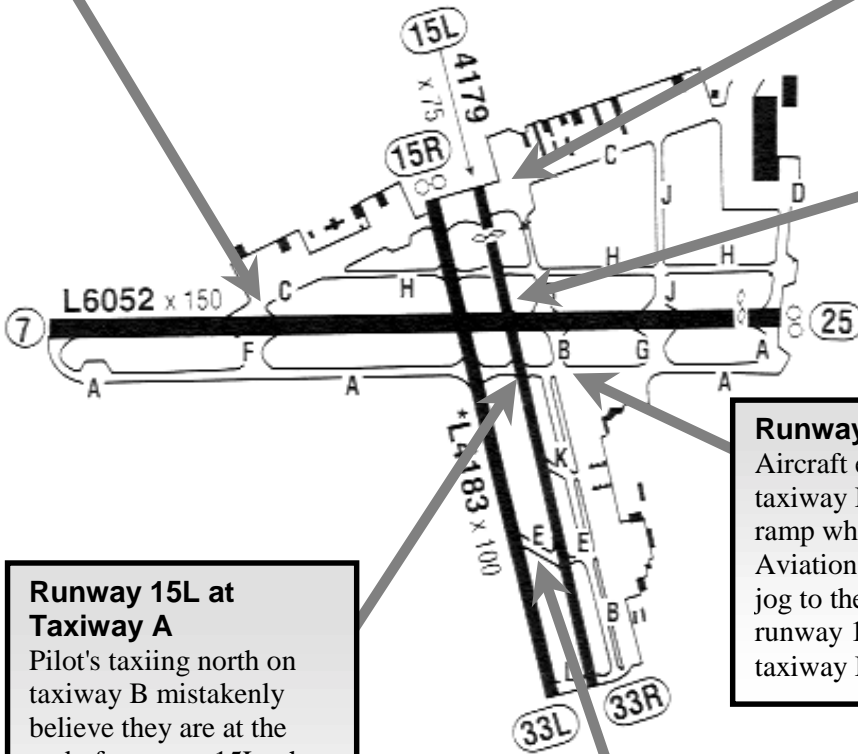
Aircraft exiting runway 7/25 southbound on taxiway B inadvertently taxi onto the air carrier ramp which is restricted from use by General Aviation aircraft. Aircraft on this route should jog to the right to stay on taxiway B between runway 15L and the grass island that separates taxiway B from the air carrier ramp.

## Runway 15L at Taxiway A

Pilot's taxiing north on taxiway B mistakenly believe they are at the end of runway 15L when they reach taxiway A. They then turn LEFT onto Runway 15L instead of jogging to the right and continuing to the end of runway 15L.

## Runways 15L/R at Taxiway E

Taxiway E crosses both runways midfield. Pilots will identify themselves as "off the active" when exiting Runway 15R and be between runways on Ground Freq instead of staying with Local Control (as usually instructed).



Regardless of runway configuration, pilots almost always have to cross an active runway when taxiing for departure, or taxiing to parking after arrival. Adherence to procedure and scrupulous attention to clearances and clearance readbacks is essential to making operations at SBA safe and incursion-free.

**\*\*When departing runway 7 from the north side it may be best to perform a run-up in the area next to the parallel runways and then receive a further taxi clearance to proceed up to Runway 7.**